

OUR ADVERTISING DEPARTMENT
HOLDING a large stock of
the latest EUROPEAN
and AMERICAN NOVELTIES,
we are prepared to execute
orders for FANCY WORK with
neatness and despatch, and at
very moderate rates.

CHINA MAIL OFFICE.

The China Mail.

Established February 1845.

No. 10,829

號十月一十年七十九百八千一英

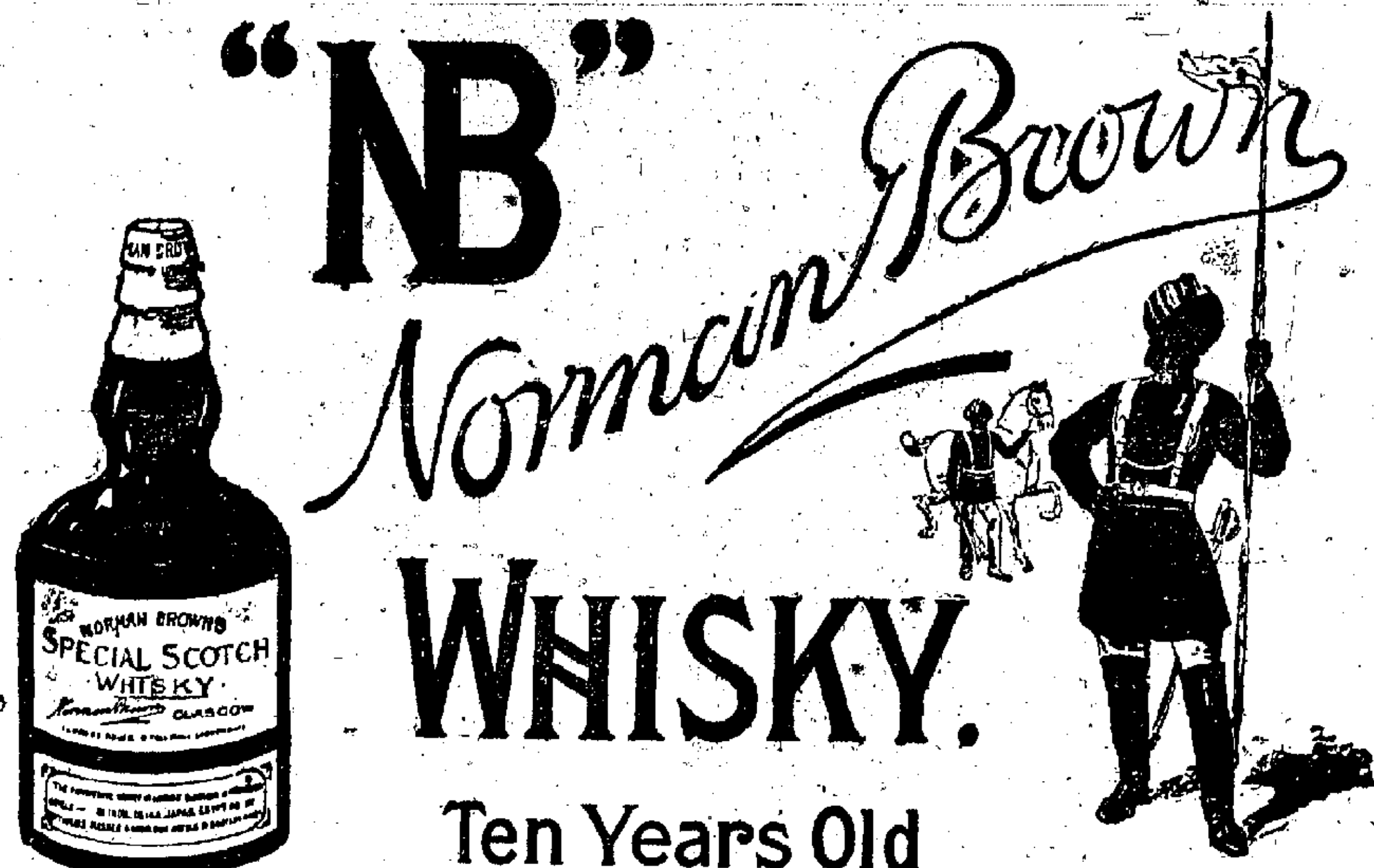
HONGKONG, WEDNESDAY, NOVEMBER 10, 1897.

日六十月十年四丁

PRICE, \$2.50 PER MONTH.

Business Notices.

"NB" Norman Brown Whisky.
Ten Years Old



922 Sold by LANE, CRAWFORD & Co., G. GIRAULT, at THOMAS'S GRILL ROOM, and all Retail Stores.

HONGKONG RIFLE ASSOCIATION.

INTERPORT MATCH.

THE MATCH will be fired TO-MORROW, the 11th Instant, at Noon. Lunch will be provided on the Range.

A. CHAPMAN,
Acting Hon. Secretary.

Hongkong, November 10, 1897. 2208

THE PUNJOM MINING COMPANY, LIMITED.

NOTICE is hereby given that the R. gators of SHARES in the above Company will be CLOSED from THURSDAY, the 11th November to SATURDAY, the 13th November; both days inclusive during which Period no TRANSFER of SHARES can be Registered.

By Order of the Board of Directors,
JAMES B. DUNCAN,
Secretary.

Hongkong, October 30, 1897. 2166

THE EQUITABLE LIFE ASSURANCE SOCIETY OF THE UNITED STATES.

JANUARY 1st, 1897.

Assets	\$45,161,339
Reserve Fund (4% Standard) and all other	\$3,145,160
Surplus	\$9,016,078
Outstanding	\$1,190,646,264
New Assurance written, 1896	\$28,802,934

LIFE ASSURANCE is now within every man's reach at a cost which, in the result, if no claim arises, is either nominal or, according to the class of policy, yields a return equal to the best of safe investments. For full explanation and illustrations send date of birth to:

SEEWAN, TOMES & CO.,
General Agents,
Hongkong.

Hongkong, August 5, 1897. 1546

THE PUNJOM MINING COMPANY, LIMITED.

NOTICE is hereby given that an Extraordinary General MEETING of the above-named Company will be held at the Company's Office, No. 9, Praya Central, Victoria, in the Colony of Hongkong, on SATURDAY, the 13th day of November, 1897, at 12 o'clock Noon, when the following Resolutions which were passed at the Extraordinary General Meeting of the Company held on the 27th day of October, 1897, will be submitted for Confirmation as Special Resolutions.

- That it is desirable to reconstruct the Company, and accordingly that the Company be wound up voluntarily, and that JAMES BIEWICK DUNCAN, Esq., be and he is hereby appointed Liquidator for the purpose of such winding up.
- That the said Liquidator be and he is hereby authorized to consent to the Registration of a New Company to be Named THE PUNJOM MINING COMPANY, LIMITED, with a Memorandum and Articles of Association, which have already been prepared with the prior approval of the Directors of this Company.
- That the Draft Agreement submitted to this Meeting and expressed to be made between this Company of the First Part and its Liquidators of the Second Part and the New Company of the Third Part be and the same is hereby approved and that the said Liquidator be and he is hereby authorized, pursuant to Section 163 of the Companies Ordinance, 1865, to enter into an Agreement with such New Company, when incorporated in the name of the said Liquidator and to carry the same into effect with such (if any) modifications as he thinks expedient.

By Order of the Board of Directors,
JAMES B. DUNCAN,
Secretary.

Hongkong, October 26, 1897. 2169

S. I. S. T. S.

Surgeon-General
No. 10, PRAYA CENTRAL.
TERMS VERY MODERATE.
Completed 1897.

Hongkong, April 1, 1897. 2170

HONGKONG-MADE PIANOS.

W. ROBINSON & Co. are now showing their latest Productions. They are very strong, good tone and appearance and Cheap; in Solid Teak.

PIANOS by 14 other makers of the highest Class, bought in large quantities for our 3 houses on special contract terms, are offered Cheap. For Cash or on Easy Monthly Payments. GUARANTEED FOR THE CLIMATE.

NEW MUSIC CATALOGUE NOW READY. 1958

W. POWELL & Co.

GENTS' SCARVES & TIES,
GENTS' DRESS TIES,
GENTS' DRESS SHIRTS,
GENTS' DANCING SHOES,
GENTS' KID GLOVES.

ALL NEW GOODS. W. POWELL & Co. 2201

THE VICTORIA DISPENSARY.

VERY RARE OLD LIQUEUR SCOTCH WHISKY
(in Scotch Bottles)
One of the Oldest and Best known Whiskies in the Colony.

FINEST OLD SCOTCH WHISKY.
Specially bottled for us by Usher & Co.

LOCHABER SCOTCH WHISKY.
A very fine blend, Matured and Mellow.

VICTORIA DISPENSARY, QUEEN'S ROAD. 1939

CALDBECK, MACGREGOR & Co.,

WINE AND SPIRIT MERCHANTS.

CHAMPAGNES. POMMEY AND GRINO—VEUVE CLICQUOT—
BOLLINGER—LOUIS ROEDERER—KREIG—LANSON—JEROY—
PIERRE HENRI—C. H. DUBOIS—PERRET DE LUY—
PAUL DOMMER.

Sole Agents Hongkong and China,
Caldbeck, Macgregor & Co.

Telephone 75. 15, QUEEN'S ROAD.

ASK FOR FERGUSON'S P. & O.

SPECIAL LIQUEUR, 10 YEARS OLD HIGHLAND WHISKY.

FERGUSON'S SPECIAL CREAM BREADALBANE HIGHLAND WHISKY.

These are the finest productions of Scotland, devoid absolutely of all deleterious matter.

THE CREME DE LA CREME OF WHISKIES.

PURE AND MILD.

Sole Importers, F. BLACKHEAD & Co.

KELLY & WALSH, LTD.

Just Received
A SPLENDID ASSORTMENT OF

B.B.B.

BRIAR WOOD PIPES,

SILVER-MOUNTED, WITH

BONE, VULCANITE & AMBER

MOUTHPIECES.

VARIOUS SIZES AND SIZES.

KELLY & WALSH, LIMITED.

Hongkong, November 4, 1897. 2211

Hongkong, April 24, 1897. 2212

Business Notices.

BELL'S ASBESTOS EASTERN AGENCY, Ltd.

HONGKONG HOTEL—PRAYA.

SOLE EASTERN AGENTS FOR:



ALUMINIUM & GENERAL FOUNDRY SYM. LTD., NEW WIRE WOVEN ROOFING CO.
SNOWDON SON'S & CO., 'SNOWDRIFT.' GIEBEL'S STEAM TRAP.
BERGER & SON'S LTD., PAINTS & VARNISH, TUBSON BROS. & MATTHEWS' STEEL GOODS.
W. WILSON CORBETT, (SATURN AND SCANDINAVIA BEARING).

Bell's Packings and Jointings are used by the British, French, Russian, Italian, Swedish and Spanish Navies, also by Principal English, Colonial and South American Railway Companies.

W. JACKSON, Manager.

WEDDING PRESENTS.

BIRTHDAY PRESENTS.

USEFUL PRESENTS.

We have just received a Varied and Select Consignment of **ELECTRO-PLATED WARE**

EVERY DESCRIPTION

From the well-known American Firm of REED and BARTON.

We are in a position to offer these Goods at a reduction of 30 Per Cent on the usual Prices.

Inspection invited.

LANE, CRAWFORD & Co. STUTTGART PIANOS

DORNER SEMI-GRANDS & COTTAGES

MONTHLY PAYMENTS

Lane, Crawford & Co. THE HONGKONG HOTEL.

A FIRST CLASS HOTEL IN EVERY RESPECT.

GREAT IMPROVEMENTS: NEW APPOINTMENTS, REFRIGERATOR.

NEWLY FURNISHED MUSIC ROOM, READING & WRITING ROOM, SMOKING ROOM.

MATRON IN ATTENDANCE FOR LADIES. 1403

PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY

Will despatch VESSELS to the Undermentioned PORTS on the JATHS named:—

FOR STRAITS. CAPTAIN. DATE.

LONDON.....Sunda.....S. G. D. ANDREWS, R.N., 13th November.

SHANGHAI NRI KOBÉ & YOKO, Canton.....D. O. GREGOR, R.N., About 13th November.

SHANGHAI.....Ganges.....T. F. O'NEILL, About 14th November.

N'SAKI KOBÉ & YOKOHAMA.....Verona.....C. H. S. TOUQUE, R.N., Noon, 16th November.

LONDON, &c.....Arctura.....W. D. MURPHY, Noon, 18th November.

LONDON.....Manila.....R. S. HADDOCK, R.N., About 23th November.

STRAITS & B'AY KOTOR I-Hind.....S. S. BACCHAN, About 27th November.

* See Special Advertisement. + For Freight (only) For Freight or Passage, and further Particulars, apply to H. A. RITCHEY, Superintendent.

P. & O. S. N. O. Office, Hongkong, November 10 1897. 2195

HONG KONG BUTCHERY

CENTRAL-MARKET-FOR-BEEF-MUTTON-VEAL-SWINE

TRADE MARK

YUN WO TAI

No. 136. 2180

WINE AND SPIRIT MERCHANTS, No. 12, QUEEN'S ROAD, CENTRAL.

PEAK HOTEL.

1350 FEET ABOVE SEA LEVEL.

A FIRST-CLASS HOTEL, adjoining the Tramway Terminus, FIRE-HEATED, and commanding a magnificent view of the City and Harbour, the Mainland of China, and Islands; cool southern breezes in Summer, with perfect protection against the North-East winds in Winter.

A Covered Way has been constructed from the Station to the Hotel. The Hotel is now under European Management.

GEO. J. CASANOVA, Manager.

CITY OFFICE, No. 1, Russell Street.

Business Notices.

Drugs Won't Do.

FREE TRIAL OF

SOMETHING THAT WILL DO.

WATKINS'

CHAMPAGNE BITTERS.

APPETITIVE

AND REFRESHING.

2114 WATKINS & Co., APOTHECARIES' HALL.

Green Island Cement Company Limited.

MANUFACTURERS OF

PAVING BRICKS, ROOFING TILES, DRAIN-PIPES, FIRECLAY.

WORKS, GREEN ISLAND, MACAO.

DEEP WATER BAY, HONGKONG.

SHEWAN, TOMES & Co., GENERAL MANAGERS, HONGKONG.

UNION INSURANCE SOCIETY OF CANTON, LIMITED.

NOTICE TO SHAREHOLDERS.

A Final BONUS of 24% on CONTRIBUTIONS and DIVIDEND of \$18 per Share for the Year 1896, will be PAYABLE on THURSDAY, the 14th Instant. WARRANTS may be had on application at the Office of the Society on and after that Date.

By Order of the Board, N. J. KEE, Secretary.

Hongkong, October 13, 1897. 2031

A. S. WATSON & Co., LIMITED.

NOTICE TO SHAREHOLDERS.

AN INTERIM DIVIDEND on Account of the year 1897, at the Rate of FIFTY CENTS per Share for the 1st Quarter of the Company will be PAYABLE at the Hongkong and Shanghai Bank, Hongkong, on and after the 26th Instant, on WARRANTS to be obtained from the Undersecretary. LOCAL SHAREHOLDERS are requested to apply to the Company's Office for the WARRANTS.

The DIVIDEND will also be PAYABLE at the Hongkong and Shanghai Bank, Shanghai, on presentation of WARRANTS there, on and after the same Date.

The REGISTERS of SHARES will be CLOSED from SATURDAY, the 30th Instant, till SATURDAY, the 5th Instant, both days inclusive, during which Period no TRANSFER of SHARES can be REGISTERED.

By Order, A. H. MANCHELL, Secretary.

Hongkong, November 9, 1897. 2214

THE HONGKONG LAND INVESTMENT AND AGENCY COMPANY, LIMITED.

NOTICE.

A CERTIFICATE No. 1569/5565, for Two Shares Nos. 42187/42188, Standing in the name of this Company in the Name of THOMAS HALL, having been LOST, NOTICE is hereby given that a new Certificate for the said Two Shares will be issued Fourteen Days hence, and that the Original Certificate, unless produced within this period, will thereupon be held by the Company as null and void.

MOWBRAY S. NORTHCOTE, Acting Secretary.

Hongkong, November 9, 1897. 2216

HONGKONG SMOKING CONCERT CLUB.

THE ANNUAL GENERAL MEETING (Adjourned from the 8th Instant), will be held in the CITY HALL.

On MONDAY, 15th November, at 8.30 p.m.

R. W. MITCHELL, Acting Hon. Secretary.

Hongkong, November 9, 1897. 2211

NOTICE.

M. R. H. KAMMEL has been Admitted a PARTNER in the MEDICAL HALL.

E. NIEDERDART, Hongkong, November 1, 1897. 2193

BOMBAY FIRE INSURANCE COMPANY, LIMITED.

THE Undersigned having been Appointed AGENTS of the above COMPANY, are prepared to accept FIRE RISKS.

P. P. TATA & Co., Agents.

Hongkong, August 4, 1897. 2194

Old Blend Whisky
White Horse Cellar



Being a high quality Whisky, many don't know it if they can sell another brand.

MACKIE & COY. DISTILLERS LTD., 15, LAURENCE STREET, GLASGOW.

W. G. HUMPHREYS & Co., Agents. 1898.

HEAD OFFICE AND MANUFACTORY

THE LOK TIAN, HONGKONG.

SPECIAL PAINT WITHOUT COMPETITION

ORDINARY CEMENT-TIGHT—For Building, of Stone, Brick, and Plaster of Lime, Cement, &c.

CEMENT-TIGHT OIL PAINT, No. 1—Advantageously used for all Metallic Works, Steamers, &c.

CEMENT-TIGHT OIL PAINT, No. 2—Made with unchangeable Colours, for all applications.

CEMENT-TIGHT OIL—For protecting Wood from White-Ants, dampness, &c., &c.

Agents for China and Japan, HARBOR & Co., Ltd. Hongkong, November 9, 1897. 2197

THE REVENUE OF CHINA.

A SERIES OF ARTICLES, Reprinted from 'The China Mail'.

WITH AN APPENDIX, and may be had at the Office of the Editor, Messrs. LAY, BARNARD & Co., 11, Queen's Road, Central, Hongkong.

Price, 1/11. 2198

THE GRAND UNRESTEDNESS OF JUSTICE IN HONGKONG are as marked as those of Cricket. A raid was made lately upon Chinese boatsmen who failed to renew their boat-licenses, and a batch of offenders were taken before the Police Magistrate. Mr. Woodhouse appeared to take a most lenient view of these cases, dismissing most of them with a caution. The other day one boatman was taken before Captain Bunsen for a similar offence, and was promptly fined in the substantial sum of \$75. Such divergences of administration may produce dread of the Marine Magistrate, but it will not tend to confidence in the administration of justice.

THE STRAITS CURRENCY.

THE CHAMBER OF COMMERCE PROPOSALS.
(Special Telegram From Our Own Correspondent).
SINGAPORE, Nov. 10, 10.37 a.m.
The report of the Singapore Chamber of Commerce on the Straits currency states that the difficulty of exchange would be of advantage to imports; the falling dollar being also unfavourable to the producers of tin and gambier, being still worse under a two-shilling dollar than under the three-shilling one; and suggests that the sterling currency be taken as the basis of the local currency, ten dollars to go to the sovereign, the Government to receive silver dollars and issue currency notes against a reserve of sovereigns, and coin smaller token dollars.

REUTERS' TELEGRAMS.

(Supplied to the "China Mail.")
THE SOUDAN.
London, 8th Nov., 1897.
Four gunboats have been committed to within seventy miles of Khartoum, shelling the new forts at Metemeh, both going up and coming down the river. The forts replied, doing but trifling damage.

SPAIN AND HER COLONIES.
The Spanish Cabinet has approved of a decree granting the inhabitants of Cuba and Porto Rico the same constitutional rights as Spaniards.

CRICKET.
The Victoria team made 306, and Stoddart's Eleven has scored 213 for seven wickets.

MR RHODES'S AFRICAN SCHEMES.
Mr Rhodes has resolved to extend the railway route to Zambesia at once, in order to tap the magnificent coal fields.

WEST AFRICA.
The Times, in a special article on West Africa, mentions several instances, notably at Saki and Wa, where the British and French forces actually met, only avoiding a collision by the agreement of the Commanders to refer to their Governments. The Times absolutely denies the French claims to the Lagos hinterland.

WEATHER REPORT.
The following notice was issued from the Observatory:
On the 10th at 4-20 a.m. Barometric changes are unimportant, except a rise of the mercury in the North. Pressure is higher over N. China, and slightly in defect in S. China and over the S.W. part of the China Sea. Gradients are rather steep on the China coast generally. Forecast: strong N.E. winds; fair.

ST. ANDREW'S BALL.
The first of the three Practice Dances arranged by the Committee will take place on Friday, 12th November, at 5.30 p.m. in the City Hall. The Band of the West Yorkshire Regt. will supply music for the following programme:—

1. Caledonians.
2. Strathpey and Reel of Tulloch.
3. Eightsome Reel.
4. Caledonians.
5. Washington Post.

There are now (says the B. N. Herald) 6 European children here who are bona fide natives of Sandakan. Altogether some 12 can claim Sandakan citizenship. We are progressing!

A CORRESPONDENT of the Japan Gazette writes that Mr. Matsuoka (formerly British Consul General at Yokohama) is found to be suffering from an affection of the heart, and has been ordered to keep extremely quiet, "avoiding all excitement." He will settle down at Bournemouth, and all his friends will hope that the rest of that difficult season will have a marked effect on his health.

Errors are being made to construct a railway from El-Tor to the summit of Mount Sinai. On the mountain, which is only accessible on the side, a depot will be erected near the spot where the stone crosses placed by the Empress Helena (mother of Constantine the Great) stands, and where, according to tradition, Moses stood when receiving the Commandments. The line will also pass the cave in which the prophet Elijah remained in hiding while fleeing from the priests of Baal.

Lady: "I'm afraid you don't like work, my good man." Trump: "How can I, mam, as it killed my wife!"

Her Own: "I have never seen your daughter, said the visitor, 'but I have heard that she is very beautiful. Of course, she gets her beauty from you!'" The hostess glanced reflectively in the mirror opposite. "No, I think I am still inferior to my own."

"Yes," she answered. "That little word," he exclaimed, "means me to the seventh heaven of bliss!" She looked into his rapturous eyes. "Only the seventh?" she moved. "And it is already the middle of September!" "Does he deceive me?" She shivered, and the ocean sobbed at her feet.

Maximo Money Co.—"You know," she said with a little asperity, "that women have the reputation of being able to make money further than men?" "That's true," replied the man of small commerce, "and it's just what I object to! What I want them to do is to be as good as men, and to be as good as men as men!"

THE HONGKONG CRICKET WEEK.

THE STRAITS SHANGHAI.

AN INTERESTING DAY'S CRICKET.

The second of the series of Interport matches was played at the Cricket Ground this morning, the contending sides being the Straits and Shanghai. The Straits team included Neuhronner and Macgregor in place of A. B. Hubbard and Woodroffe. There was a remarkable difference in the appearance of the two teams, the Shanghai Eleven being composed of the most part of youngsters. In the toss Farbridge bested Capt. Talbot, and Shanghai elected to bat. With one or two exceptions they did not give a remarkable display at the wicket. This was perhaps partially due to the respect inspired by the appearance of the Straits against Hongkong, but it was also unquestionably due to the inexperience of some of the youthful players when opposed to tricky bowling. Besides, the wicket could not be said to be a very good one, the ball kicking in a nasty manner at both ends, and during the day several of the players on both sides were hit rather badly. As wicket after wicket dropped in rapid succession and the first Shanghai innings came to an abrupt termination about noon for the miserable total of 76, the wickets shook their heads profoundly and predicted another single-innings victory for the Straits. In this they were doubtless justified by the gigantic total compiled against Hongkong on Monday and Tuesday, and everybody agreed that all the Straits team had to do was to go out and hit the Shanghai bowlers over the boundaries until five o'clock, and, having amassed another enormous total, apply the closure at the outset on Thursday and put out Shanghai before tiffin. But these who reasoned thus reckoned without the Shanghai bowlers and fieldmen. Mann bowled in remarkably fine style, whilst Moller and O. V. Lanning sent up some very hot stuff from the opposite end. Backed up by smart fielding the Shanghai bowlers could not be trifled with as the Hongkong bowlers had been on Monday and Tuesday, and the Straits Eleven found it much more difficult to get their runs. The Shanghai players may fairly be congratulated upon dismissing such a powerful batting side for the comparatively small total of 138, and though they have lost the match they accomplished a bowling and fielding performance very creditable indeed to youthful cricketers. They unfortunately failed to bat again late in the afternoon when the light was failing, and the result was very unsatisfactory for them, for they were again dismissed for a small total, and the Straits won their second match by an innings and 11 runs.

The Straits team have every reason to be satisfied with their visit to Hongkong. They are unquestionably a remarkably fine combination, superior to any of the other Eleves pitted against them.

The weather was remarkably fine, and the French mail having been despatched the Hongkong offices contributed a large number of spectators. There was also a large attendance of ladies from an early hour in the forenoon, and the Cricket Ground presented a very pretty and lively appearance throughout the day. H. E. the Governor was on the ground early. During the afternoon, the excellent Band of the West Yorkshire Regiment, under the attractive programme of music under the conductorship of Bandmaster Bentley, A.R.C.M.

The plucky play of the Shanghai cricketers points to one fact—that the match between Hongkong and Shanghai will be the most exciting of the whole series. Details of the game are given below:—

A. E. Lanning and J. Mann were the first to go to the wicket, the bowling being entrusted to McKenzia and Whitley, the latter at the City Hall end. Runs were difficult to get, and after twenty minutes batting Mann was bowled off his leg for 10 out of 16 runs. O. V. Lanning played a couple of overs, bumping ball from McKenzia kicking off the bat high up at clip where it was easily taken by Whitley. 20-2-0.

Runs continued to come slowly, both bowlers being very tricky. Successive bays of 2 each brought up 30. After playing McKenzia carefully for three overs, Lanning took advantage of a loose ball on the leg side to get the fast bowler away for 4, and Lanning nicked Whitley for 3. A neat cut by Lanning off Whitley was smartly fielded by third man and only a single was obtained. Another single was stolen in the same over, the batsmen to mid-on, and where there was no fieldman, and the score now stood at 40. A tricky ball from McKenzia best Lanning, but upon over the wicket. At this point McKenzia had bowled 11 overs for 17 runs and 1 wicket—six were maiden overs. Whitley's wicket had cost 15 runs, and he also had sent up six maiden overs. After a spell of dull play, Lanning smacked Whitley to the broad field for 4. At this stage of the game, T. R. Hubbard, who had opened as the Straits' wicket-keeper, took off the pads and was replaced by Curtis. Upon resuming, Lanning drove McKenzia for 3, and a short run was stolen of Whitley. As the batsmen appeared set a change was made in the bowling, Macgregor replacing Whitley. A late cut for a couple to Lanning off the new bowler sent up 60. McKenzia cut off Capt. Talbot to long-on, and sent up some bats to play, but the youngster drove along the ground and scored a single. McKenzia sent up some loose balls on the leg side, but Lanning could not get round to them in time. He smacked a single, but was magnificently caught at long-slip by T. R. Hubbard off the first ball of Macgregor's third over. The batsman took the catch low down with his left hand—a fine piece of fielding. 53-3-17. Farbridge, the Shanghai captain, filled the vacancy. He had played only one ball from Macgregor when the screen at the City Hall end collapsed and all players stopped to play. The game had been in progress about an hour and fifteen minutes, and that the scoring was slow may be judged from the fact that only 62 runs had been notched. Over three from Macgregor only 2 runs were scored. McKenzia having bowled a maiden in Lanning's second over, Macgregor bowled another

from a kicking ball, the ball going off the shoulder of Farbridge's bat into T. R. Hubbard's hands at short-slip. 62-4-0. A short run was stolen by the new partners for a stroke to the off by Lanning. A fast yorker from McKenzia got rid of S. Wallace without scoring, and the score now stood at 63-5-0. Lanning was now partnered by E. O. Cumming, and the partnership was signalled by Lanning cutting Macgregor for a single; Cumming, smacked the same bowler for 2, and Lanning who was playing a good, careful game, planned McKenzia to let for 4. Macgregor had sent up a maiden to Cumming, and with the first ball of McKenzia's next over Lanning was clean bowled for a careful 22, which had taken nearly an hour and three-quarters to compile. 63-6-22.

Ball the new partner, who was to be bowled by McKenzia, might have been caught if Glassford had started earlier for to slip. Cumming got Macgregor past third man for a couple, and then in foolishly attempting a second run for an off-stroke, caught a single only. Ball was run out, the ball being returned by Whitley to the bowler. Cumming again drove Macgregor for a single, but as the ball was badly returned to the opposite end four was obtained for the over. McKenzia effected a separation by clean bowling Cumming. 70-8-10. A. E. Stewart Ball the new partner, who was to be bowled by McKenzia, might have been caught if Glassford had started earlier for to slip. Cumming got Macgregor past third man for a couple, and then in foolishly attempting a second run for an off-stroke, caught a single only. Ball was run out, the ball being returned by Whitley to the bowler. Cumming again drove Macgregor for a single, but as the ball was badly returned to the opposite end four was obtained for the over. McKenzia effected a separation by clean bowling Cumming. 70-8-10. A. E. Stewart Ball the new partner, who was to be bowled by McKenzia, might have been caught if Glassford had started earlier for to slip. Cumming got Macgregor past third man for a couple, and then in foolishly attempting a second run for an off-stroke, caught a single only. Ball was run out, the ball being returned by Whitley to the bowler. Cumming again drove Macgregor for a single, but as the ball was badly returned to the opposite end four was obtained for the over. McKenzia effected a separation by clean bowling Cumming. 70-8-10. A. E. Stewart Ball the new partner, who was to be bowled by McKenzia, might have been caught if Glassford had started earlier for to slip. Cumming got Macgregor past third man for a couple, and then in foolishly attempting a second run for an off-stroke, caught a single only. Ball was run out, the ball being returned by Whitley to the bowler. Cumming again drove Macgregor for a single, but as the ball was badly returned to the opposite end four was obtained for the over. McKenzia effected a separation by clean bowling Cumming. 70-8-10. A. E. Stewart Ball the new partner, who was to be bowled by McKenzia, might have been caught if Glassford had started earlier for to slip. Cumming got Macgregor past third man for a couple, and then in foolishly attempting a second run for an off-stroke, caught a single only. Ball was run out, the ball being returned by Whitley to the bowler. Cumming again drove Macgregor for a single, but as the ball was badly returned to the opposite end four was obtained for the over. McKenzia effected a separation by clean bowling Cumming. 70-8-10. A. E. Stewart Ball the new partner, who was to be bowled by McKenzia, might have been caught if Glassford had started earlier for to slip. Cumming got Macgregor past third man for a couple, and then in foolishly attempting a second run for an off-stroke, caught a single only. Ball was run out, the ball being returned by Whitley to the bowler. Cumming again drove Macgregor for a single, but as the ball was badly returned to the opposite end four was obtained for the over. McKenzia effected a separation by clean bowling Cumming. 70-8-10. A. E. Stewart Ball the new partner, who was to be bowled by McKenzia, might have been caught if Glassford had started earlier for to slip. Cumming got Macgregor past third man for a couple, and then in foolishly attempting a second run for an off-stroke, caught a single only. Ball was run out, the ball being returned by Whitley to the bowler. Cumming again drove Macgregor for a single, but as the ball was badly returned to the opposite end four was obtained for the over. McKenzia effected a separation by clean bowling Cumming. 70-8-10. A. E. Stewart Ball the new partner, who was to be bowled by McKenzia, might have been caught if Glassford had started earlier for to slip. Cumming got Macgregor past third man for a couple, and then in foolishly attempting a second run for an off-stroke, caught a single only. Ball was run out, the ball being returned by Whitley to the bowler. Cumming again drove Macgregor for a single, but as the ball was badly returned to the opposite end four was obtained for the over. McKenzia effected a separation by clean bowling Cumming. 70-8-10. A. E. Stewart Ball the new partner, who was to be bowled by McKenzia, might have been caught if Glassford had started earlier for to slip. Cumming got Macgregor past third man for a couple, and then in foolishly attempting a second run for an off-stroke, caught a single only. Ball was run out, the ball being returned by Whitley to the bowler. Cumming again drove Macgregor for a single, but as the ball was badly returned to the opposite end four was obtained for the over. McKenzia effected a separation by clean bowling Cumming. 70-8-10. A. E. Stewart Ball the new partner, who was to be bowled by McKenzia, might have been caught if Glassford had started earlier for to slip. Cumming got Macgregor past third man for a couple, and then in foolishly attempting a second run for an off-stroke, caught a single only. Ball was run out, the ball being returned by Whitley to the bowler. Cumming again drove Macgregor for a single, but as the ball was badly returned to the opposite end four was obtained for the over. McKenzia effected a separation by clean bowling Cumming. 70-8-10. A. E. Stewart Ball the new partner, who was to be bowled by McKenzia, might have been caught if Glassford had started earlier for to slip. Cumming got Macgregor past third man for a couple, and then in foolishly attempting a second run for an off-stroke, caught a single only. Ball was run out, the ball being returned by Whitley to the bowler. Cumming again drove Macgregor for a single, but as the ball was badly returned to the opposite end four was obtained for the over. McKenzia effected a separation by clean bowling Cumming. 70-8-10. A. E. Stewart Ball the new partner, who was to be bowled by McKenzia, might have been caught if Glassford had started earlier for to slip. Cumming got Macgregor past third man for a couple, and then in foolishly attempting a second run for an off-stroke, caught a single only. Ball was run out, the ball being returned by Whitley to the bowler. Cumming again drove Macgregor for a single, but as the ball was badly returned to the opposite end four was obtained for the over. McKenzia effected a separation by clean bowling Cumming. 70-8-10. A. E. Stewart Ball the new partner, who was to be bowled by McKenzia, might have been caught if Glassford had started earlier for to slip. Cumming got Macgregor past third man for a couple, and then in foolishly attempting a second run for an off-stroke, caught a single only. Ball was run out, the ball being returned by Whitley to the bowler. Cumming again drove Macgregor for a single, but as the ball was badly returned to the opposite end four was obtained for the over. McKenzia effected a separation by clean bowling Cumming. 70-8-10. A. E. Stewart Ball the new partner, who was to be bowled by McKenzia, might have been caught if Glassford had started earlier for to slip. Cumming got Macgregor past third man for a couple, and then in foolishly attempting a second run for an off-stroke, caught a single only. Ball was run out, the ball being returned by Whitley to the bowler. Cumming again drove Macgregor for a single, but as the ball was badly returned to the opposite end four was obtained for the over. McKenzia effected a separation by clean bowling Cumming. 70-8-10. A. E. Stewart Ball the new partner, who was to be bowled by McKenzia, might have been caught if Glassford had started earlier for to slip. Cumming got Macgregor past third man for a couple, and then in foolishly attempting a second run for an off-stroke, caught a single only. Ball was run out, the ball being returned by Whitley to the bowler. Cumming again drove Macgregor for a single, but as the ball was badly returned to the opposite end four was obtained for the over. McKenzia effected a separation by clean bowling Cumming. 70-8-10. A. E. Stewart Ball the new partner, who was to be bowled by McKenzia, might have been caught if Glassford had started earlier for to slip. Cumming got Macgregor past third man for a couple, and then in foolishly attempting a second run for an off-stroke, caught a single only. Ball was run out, the ball being returned by Whitley to the bowler. Cumming again drove Macgregor for a single, but as the ball was badly returned to the opposite end four was obtained for the over. McKenzia effected a separation by clean bowling Cumming. 70-8-10. A. E. Stewart Ball the new partner, who was to be bowled by McKenzia, might have been caught if Glassford had started earlier for to slip. Cumming got Macgregor past third man for a couple, and then in foolishly attempting a second run for an off-stroke, caught a single only. Ball was run out, the ball being returned by Whitley to the bowler. Cumming again drove Macgregor for a single, but as the ball was badly returned to the opposite end four was obtained for the over. McKenzia effected a separation by clean bowling Cumming. 70-8-10. A. E. Stewart Ball the new partner, who was to be bowled by McKenzia, might have been caught if Glassford had started earlier for to slip. Cumming got Macgregor past third man for a couple, and then in foolishly attempting a second run for an off-stroke, caught a single only. Ball was run out, the ball being returned by Whitley to the bowler. Cumming again drove Macgregor for a single, but as the ball was badly returned to the opposite end four was obtained for the over. McKenzia effected a separation by clean bowling Cumming. 70-8-10. A. E. Stewart Ball the new partner, who was to be bowled by McKenzia, might have been caught if Glassford had started earlier for to slip. Cumming got Macgregor past third man for a couple, and then in foolishly attempting a second run for an off-stroke, caught a single only. Ball was run out, the ball being returned by Whitley to the bowler. Cumming again drove Macgregor for a single, but as the ball was badly returned to the opposite end four was obtained for the over. McKenzia effected a separation by clean bowling Cumming. 70-8-10. A. E. Stewart Ball the new partner, who was to be bowled by McKenzia, might have been caught if Glassford had started earlier for to slip. Cumming got Macgregor past third man for a couple, and then in foolishly attempting a second run for an off-stroke, caught a single only. Ball was run out, the ball being returned by Whitley to the bowler. Cumming again drove Macgregor for a single, but as the ball was badly returned to the opposite end four was obtained for the over. McKenzia effected a separation by clean bowling Cumming. 70-8-10. A. E. Stewart Ball the new partner, who was to be bowled by McKenzia, might have been caught if Glassford had started earlier for to slip. Cumming got Macgregor past third man for a couple, and then in foolishly attempting a second run for an off-stroke, caught a single only. Ball was run out, the ball being returned by Whitley to the bowler. Cumming again drove Macgregor for a single, but as the ball was badly returned to the opposite end four was obtained for the over. McKenzia effected a separation by clean bowling Cumming. 70-8-10. A. E. Stewart Ball the new partner, who was to be bowled by McKenzia, might have been caught if Glassford had started earlier for to slip. Cumming got Macgregor past third man for a couple, and then in foolishly attempting a second run for an off-stroke, caught a single only. Ball was run out, the ball being returned by Whitley to the bowler. Cumming again drove Macgregor for a single, but as the ball was badly returned to the opposite end four was obtained for the over. McKenzia effected a separation by clean bowling Cumming. 70-8-10. A. E. Stewart Ball the new partner, who was to be bowled by McKenzia, might have been caught if Glassford had started earlier for to slip. Cumming got Macgregor past third man for a couple, and then in foolishly attempting a second run for an off-stroke, caught a single only. Ball was run out, the ball being returned by Whitley to the bowler. Cumming again drove Macgregor for a single, but as the ball was badly returned to the opposite end four was obtained for the over. McKenzia effected a separation by clean bowling Cumming. 70-8-10. A. E. Stewart Ball the new partner, who was to be bowled by McKenzia, might have been caught if Glassford had started earlier for to slip. Cumming got Macgregor past third man for a couple, and then in foolishly attempting a second run for an off-stroke, caught a single only. Ball was run out, the ball being returned by Whitley to the bowler. Cumming again drove Macgregor for a single, but as the ball was badly returned to the opposite end four was obtained for the over. McKenzia effected a separation by clean bowling Cumming. 70-8-10. A. E. Stewart Ball the new partner, who was to be bowled by McKenzia, might have been caught if Glassford had started earlier for to slip. Cumming got Macgregor past third man for a couple, and then in foolishly attempting a second run for an off-stroke, caught a single only. Ball was run out, the ball being returned by Whitley to the bowler. Cumming again drove Macgregor for a single, but as the ball was badly returned to the opposite end four was obtained for the over. McKenzia effected a separation by clean bowling Cumming. 70-8-10. A. E. Stewart Ball the new partner, who was to be bowled by McKenzia, might have been caught if Glassford had started earlier for to slip. Cumming got Macgregor past third man for a couple, and then in foolishly attempting a second run for an off-stroke, caught a single only. Ball was run out, the ball being returned by Whitley to the bowler. Cumming again drove Macgregor for a single, but as the ball was badly returned to the opposite end four was obtained for the over. McKenzia effected a separation by clean bowling Cumming. 70-8-10. A. E. Stewart Ball the new partner, who was to be bowled by McKenzia, might have been caught if Glassford had started earlier for to slip. Cumming got Macgregor past third man for a couple, and then in foolishly attempting a second run for an off-stroke, caught a single only. Ball was run out, the ball being returned by Whitley to the bowler. Cumming again drove Macgregor for a single, but as the ball was badly returned to the opposite end four was obtained for the over. McKenzia effected a separation by clean bowling Cumming. 70-8-10. A. E. Stewart Ball the new partner, who was to be bowled by McKenzia, might have been caught if Glassford had started earlier for to slip. Cumming got Macgregor past third man for a couple, and then in foolishly attempting a second run for an off-stroke, caught a single only. Ball was run out, the ball being returned by Whitley to the bowler. Cumming again drove Macgregor for a single, but as the ball was badly returned to the opposite end four was obtained for the over. McKenzia effected a separation by clean bowling Cumming. 70-8-10. A. E. Stewart Ball the new partner, who was to be bowled by McKenzia, might have been caught if Glassford had started earlier for to slip. Cumming got Macgregor past third man for a couple, and then in foolishly attempting a second run for an off-stroke, caught a single only. Ball was run out, the ball being returned by Whitley to the bowler. Cumming again drove Macgregor for a single, but as the ball was badly returned to the opposite end four was obtained for the over. McKenzia effected a separation by clean bowling Cumming. 70-8-10. A. E. Stewart Ball the new partner, who was to be bowled by McKenzia, might have been caught if Glassford had started earlier for to slip. Cumming got Macgregor past third man for a couple, and then in foolishly attempting a second run for an off-stroke, caught a single only. Ball was run out, the ball being returned by Whitley to the bowler. Cumming again drove Macgregor for a single, but as the ball was badly returned to the opposite end four was obtained for the over. McKenzia effected a separation by clean bowling Cumming. 70-8-10. A. E. Stewart Ball the new partner, who was to be bowled by McKenzia, might have been caught if Glassford had started earlier for to slip. Cumming got Macgregor past third man for a couple, and then in foolishly attempting a second run for an off-stroke, caught a single only. Ball was run out, the ball being returned by Whitley to the bowler. Cumming again drove Macgregor for a single, but as the ball was badly returned to the opposite end four was obtained for the over. McKenzia effected a separation by clean bowling Cumming. 70-8-10. A. E. Stewart Ball the new partner, who was to be bowled by McKenzia, might have been caught if Glassford had started earlier for to slip. Cumming got Macgregor past third man for a couple, and then in foolishly attempting a second run for an off-stroke, caught a single only. Ball was run out, the ball being returned by Whitley to the bowler. Cumming again drove Macgregor for a single, but as the ball was badly returned to the opposite end four was obtained for the over. McKenzia effected a separation by clean bowling Cumming. 70-8-10. A. E. Stewart Ball the new partner, who was to be bowled by McKenzia, might have been caught if Glassford had started earlier for to slip. Cumming got Macgregor past third man for a couple, and then in foolishly attempting a second run for an off-stroke, caught a single only. Ball was run out, the ball being returned by Whitley to the bowler. Cumming again drove Macgregor for a single, but as the ball was badly returned to the opposite end four was obtained for the over. McKenzia effected a separation by clean bowling Cumming. 70-8-10. A. E. Stewart Ball the new partner, who was to be bowled by McKenzia, might have been caught if Glassford had started earlier for to slip. Cumming got Macgregor past third man for a couple, and then in foolishly attempting a second run for an off-stroke, caught a single only. Ball was run out, the ball being returned by Whitley to the bowler. Cumming again drove Macgregor for a single, but as the ball was badly returned to the opposite end four was obtained for the over. McKenzia effected a separation by clean bowling Cumming. 70-8-10. A. E. Stewart Ball the new partner, who was to be bowled by McKenzia, might have been caught if Glassford had started earlier for to slip. Cumming got Macgregor past third man for a couple, and then in foolishly attempting a second run for an off-stroke, caught a single only. Ball was run out, the ball being returned by Whitley to the bowler. Cumming again drove Macgregor for a single, but as the ball was badly returned to the opposite end four was obtained for the over. McKenzia effected a separation by clean bowling Cumming. 70-8-10. A. E. Stewart Ball the new partner, who was to be bowled by McKenzia, might have been caught if Glassford had started earlier for to slip. Cumming got Macgregor past third man for a couple, and then in foolishly attempting a second run for an off-stroke, caught a single only. Ball was run out, the ball being returned by Whitley to the bowler. Cumming again drove Macgregor for a single, but as the ball was badly returned to the opposite end four was obtained for the over. McKenzia effected a separation by clean bowling Cumming. 70-8-10. A. E. Stewart Ball the new partner, who was to be bowled by McKenzia, might have been caught if Glassford had started earlier for to slip. Cumming got Macgregor past third man for a couple, and then in foolishly attempting a second run for an off-stroke, caught a single only. Ball was run out, the ball being returned by Whitley to the bowler. Cumming again drove Macgregor for a single, but as the ball was badly returned to the opposite end four was obtained for the over. McKenzia effected a separation by clean bowling Cumming. 70-8-10. A. E. Stewart Ball the new partner, who was to be bowled by McKenzia, might have been caught if Glassford had started earlier for to slip. Cumming got Macgregor past third man for a couple, and then in foolishly attempting a second run for an off-stroke, caught a single only. Ball was run out, the ball being returned by Whitley to the bowler. Cumming again drove Macgregor for a single, but as the ball was badly returned to the opposite end four was obtained for the over. McKenzia effected a separation by clean bowling Cumming. 70-8-10. A. E. Stewart Ball the new partner, who was to be bowled by McKenzia, might have been caught if Glassford had started earlier for to slip. Cumming got Macgregor past third man for a couple, and then in foolishly attempting a second run for an off-stroke, caught a single only. Ball was run out, the ball being returned by Whitley to the bowler. Cumming again drove Macgregor for a single, but as the ball was badly returned to the opposite end four was obtained for the over. McKenzia effected a separation by clean bowling Cumming. 70-8-10. A. E. Stewart Ball the new partner, who was to be bowled by McKenzia, might have been caught if Glassford had started earlier for to slip. Cumming got Macgregor past third man for a couple, and then in foolishly attempting a second run for an off-stroke, caught a single only. Ball was run out, the ball being returned by Whitley to the bowler. Cumming again drove Macgregor for a single, but as the ball was badly returned to the opposite end four was obtained for the over. McKenzia effected a separation by clean bowling Cumming. 70-8-10. A. E. Stewart Ball the new partner, who was to be bowled by McKenzia, might have been caught if Glassford had started earlier for to slip. Cumming got Macgregor past third man for a couple, and then in foolishly attempting a second run for an off-stroke, caught a single only. Ball was run out, the ball being returned by Whitley to the bowler. Cumming again drove Macgregor for a single, but as the ball was badly returned to the opposite end four was obtained for the over. McKenzia effected a separation by clean bowling Cumming. 70-8-10. A. E. Stewart Ball the new partner, who was to be bowled by McKenzia, might have been caught if Glassford had started earlier for to slip. Cumming got Macgregor past third man for a couple, and then in foolishly attempting a second run for an off-stroke, caught a single only. Ball was run out, the ball being returned by Whitley to the bowler. Cumming again drove Macgregor for a single, but as the ball was badly returned to the opposite end four was obtained for the over. McKenzia effected a separation by clean bowling Cumming. 70-8-10. A. E. Stewart Ball the new partner, who was to be bowled by McKenzia, might have been caught if Glassford had started earlier for to slip. Cumming got Macgregor past third man for a couple, and then in foolishly attempting a second run for an off-stroke, caught a single only. Ball was run out, the ball being returned by Whitley to the bowler. Cumming again drove Macgregor for a single, but as the ball was badly returned to the opposite end four was obtained for the over. McKenzia effected a separation by clean bowling Cumming. 70-8-10. A. E. Stewart Ball the new partner, who was to be bowled by McKenzia, might have been caught if Glassford had started earlier for to slip. Cumming got Macgregor past third man for a couple, and then in foolishly attempting a second run for an off-stroke, caught a single only. Ball was run out, the ball being returned by Whitley to the bowler. Cumming again drove Macgregor for a single, but as the ball was badly returned to the opposite end four was obtained for the over. McKenzia effected a separation by clean bowling Cumming. 70-8-10. A. E. Stewart Ball the new partner, who was to be bowled by McKenzia, might have been caught if Glassford had started earlier for to slip. Cumming got Macgregor past third man for a couple, and then in foolishly attempting a second run for an off-stroke, caught a single only. Ball was run out, the ball being returned by Whitley to the bowler. Cumming again drove Macgregor for a single, but as the ball was badly returned to the opposite end four was obtained for the over. McKenzia effected a separation by clean bowling Cumming. 70-8-10. A. E. Stewart Ball the new partner, who was to be bowled by McKenzia, might have been caught if Glassford had started earlier for to slip. Cumming got Macgregor past third man for a couple, and then in foolishly attempting a second run for an off-stroke, caught a single only. Ball was run out, the ball being returned by Whitley to the bowler. Cumming again drove Macgregor for a single, but as the ball was badly returned to the opposite end four was obtained for the over. McKenzia effected a separation by clean bowling Cumming. 70-8-10. A. E. Stewart Ball the new partner, who was to be bowled by McKenzia, might have been caught if Glassford had started earlier for to slip. Cumming got Macgregor past third man for a couple, and then in foolishly attempting a second run for an off-stroke, caught a single only. Ball was run out, the ball being returned by Whitley to the bowler. Cumming again drove Macgregor for a single, but as the ball was badly returned to the opposite end four was obtained for the over. McKenzia effected a separation by clean bowling Cumming. 70-8-10. A. E. Stewart Ball the new partner, who was to be bowled by McKenzia, might have been caught if Glassford had started earlier for to slip. Cumming got Macgregor past third man for a couple, and then in foolishly attempting a second run for an off-stroke, caught a single only. Ball was run out, the ball being returned by Whitley to the bowler. Cumming again drove Macgregor for a single, but as the ball was badly returned to the opposite end four was obtained for the over. McKenzia effected a separation by clean bowling Cumming. 70-8-10. A. E. Stewart Ball the new partner, who was to be bowled by McKenzia, might have been caught if Glassford had started earlier for to slip. Cumming got Macgregor past third man for a couple, and then in foolishly attempting a second run for an off-stroke, caught a single only. Ball was run out, the ball being returned by Whitley to the bowler. Cumming again drove Macgregor for a single, but as the ball was badly returned to the opposite end four was obtained for the over. McKenzia effected a separation by clean bowling Cumming. 70-8-10. A. E. Stewart Ball the new partner, who was to be bowled by McKenzia, might have been caught if Glassford had started earlier for to slip. Cumming got Macgregor past third man for a couple, and then in foolishly attempting a second run for an off-stroke, caught a single only. Ball was run out, the ball being returned by Whitley to the bowler. Cumming again drove Macgregor for a single, but as the ball was badly returned to the opposite end four was obtained for the over. McKenzia effected a separation by clean bowling Cumming. 70-8-10. A. E. Stewart Ball the new partner, who was to be bowled by McKenzia, might have been caught if Glassford had started earlier for to slip. Cumming got Macgregor past third man for a couple, and then in foolishly attempting a second run for an off-stroke, caught a single only. Ball was run out, the ball being returned by Whitley to the bowler. Cumming again drove Macgregor for a single, but as the ball was badly returned to the opposite end four was obtained for the over. McKenzia effected a separation by clean bowling Cumming. 70-8-10. A. E. Stewart Ball the new partner, who was to be bowled by McKenzia, might have been caught if Glassford had started earlier for to slip. Cumming got Macgregor past third man for a couple, and then in foolishly attempting a second run for an off-stroke, caught a single only. Ball was run out, the ball being returned by Whitley to the bowler. Cumming again drove Macgregor for a single, but as the ball was badly returned to the opposite end four was obtained for the over. McKenzia effected a separation by clean bowling Cumming. 70-8-10. A. E. Stewart Ball the new partner, who was to be bowled by McKenzia, might have been caught if Glassford had started earlier for to slip. Cumming got Macgregor past third man for a couple, and then in foolishly attempting a second run for an off-stroke, caught a single only. Ball was run out, the ball being returned by Whitley to the bowler. Cumming again drove Macgregor for a single, but as the ball was badly returned to the opposite end four was obtained for the over. McKenzia effected a separation by clean bowling Cumming. 70-8-10. A. E. Stewart Ball the new partner, who was to be bowled by McKenzia, might have been caught if Glassford had started earlier for to slip. Cumming got Macgregor past third man for a couple, and then in foolishly attempting a second run for an off-stroke, caught a single only. Ball was run out, the ball being returned by Whitley to the bowler. Cumming again drove Macgregor for a single, but as the ball was badly returned to the opposite end four was obtained for the over. McKenzia effected a separation by clean bowling Cumming. 70-8-10. A. E. Stewart Ball the new partner, who was to be bowled by McKenzia, might have been caught if Glassford had started earlier for to slip. Cumming got Macgregor past third man for a couple, and then in foolishly attempting a second run for an off-stroke, caught a single only. Ball was run out, the ball being returned by Whitley to the bowler. Cumming again drove Macgregor for a single, but as the ball was badly returned to the opposite end four was obtained for the over. McKenzia effected a separation by clean bowling Cumming. 70-8-10. A. E. Stewart Ball the new partner, who was to be bowled by McKenzia, might have been caught if Glassford had started earlier for to slip. Cumming got Macgregor past third man for a couple, and then in foolishly attempting a second run for an off-stroke, caught a single only. Ball was run out, the ball being returned by Whitley to the bowler. Cumming again drove Macgregor for a single, but as the ball was badly returned to the opposite end four was obtained for the over. McKenzia effected a separation by clean bowling Cumming. 70-8-10. A. E. Stewart Ball the new partner, who was to be bowled by McKenzia, might have been caught if Glassford had started earlier for to slip. Cumming got Macgregor past third man for a couple, and then in foolishly attempting a second run for an off-stroke, caught a single only. Ball was run out, the ball being returned by Whitley to the bowler. Cumming again drove Macgregor for a single, but as the ball was badly returned to the opposite end four was obtained for the over. McKenzia effected a separation by clean bowling Cumming. 70-8-10. A. E. Stewart Ball the new partner, who was to be bowled by McKenzia, might have been caught if Glassford had started earlier for to slip. Cumming got Macgregor past third man for a couple, and then in foolishly attempting a second run for an off-stroke, caught a single only. Ball was run out, the ball being returned by Whitley to the bowler. Cumming again drove Macgregor for a single, but as the ball was badly returned to the opposite end four was obtained for the over. McKenzia effected a separation by clean bowling Cumming. 70-8-10. A. E. Stewart Ball the new partner, who was to be bowled by McKenzia, might have been caught if Glassford had started earlier for to slip. Cumming got Macgregor past third man for a couple, and then in foolishly attempting a second run for an off-stroke, caught a single only. Ball was run out, the ball being returned by Whitley to the bowler. Cumming again drove Macgregor for a single, but as the ball was badly returned to the opposite end four was obtained for the over. McKenzia effected a separation by clean bowling Cumming. 70-8-10. A. E. Stewart Ball the new partner, who was to be bowled by McKenzia, might have been caught if Glassford had started earlier for to slip. Cumming got Macgregor past third man for a couple, and then in foolishly attempting a second run for an off-stroke, caught a single only. Ball was run out, the ball being returned by Whitley to the bowler. Cumming again drove Macgregor for a single, but as the ball was badly returned to the opposite end four was obtained for the over. McKenzia effected a separation by clean bowling Cumming. 70-8-10. A. E. Stewart Ball the new partner, who was to be bowled by McKenzia, might have been caught if Glassford had started earlier for to slip. Cumming got Macgregor past third man for a couple, and then in foolishly attempting a second run for an off-stroke, caught a single only. Ball was run out, the ball being returned by Whitley to the bowler. Cumming again drove Macgregor for a single

NOTICES TO CONSIGNEES.

STEAMSHIP ERNEST SIMONS.
COMPAGNIE DES MESSAGERIES
MARITIMES.

NOTICE.

CONSIGNEES of Cargo from London and Havre, ex S.S. *Ernest Simons*, in connection with above Steamer, are hereby informed that their Goods, with the exception of Opium, Tobacco, and Valuable, are being landed at their risk into the Godowns of the Honkong and Kowloon Wharf and Godown Company, Limited, at Kowloon, whence delivery may be obtained immediately after landing. Optional Cargo received from the Consignees before 3 p.m. To-day, requesting it to be landed here. Bills of Lading will be countersigned by the Underwriter. Goods remaining unclaimed after Saturday, the 23rd November, will be subject to rent, and landing charges. All Claims must be sent in to me on or before Saturday, the 20th November, or they will not be recognized. All Damaged Packages will be examined on Monday, the 15th November, at 3 p.m. No Fire Insurance has been effected. G. de CHAMPEAUX, Agent.

Hongkong, November 7, 1897. 2207

NOTICE TO CONSIGNEES.
FROM CALCUTTA, PENANG AND SINGAPORE.

THE S.S. *Arragon* having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside. Cargo impeding the discharge or remaining on board after 4 p.m. of the 11th Instant, will be landed at Consignees' risk and expense into the Godowns of the Honkong and Kowloon Wharf and Godown Company, Limited, at Kowloon, whence delivery may be obtained immediately after landing. Consignees of Cargo from SINGAPORE and PENANG are requested to take immediate delivery of their Goods from alongside, such Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense. No Fire Insurance will be effected. Bills of Lading will be countersigned by DAVID SASSOON, SONS & Co., Agents.

Hongkong, November 8, 1897. 2210

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

NOTICE TO CONSIGNEES.
FROM GLASGOW, LIVERPOOL AND SINGAPORE.

THE Co.'s S.S. *Tenard* having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Honkong and Kowloon Wharf and Godown Company, Limited, at Kowloon, whence delivery may be obtained immediately after landing. No Claims will be admitted after the Goods have been landed at the Godowns. All broken, chipped, and damaged Goods are to be left in the Godowns, where they will be examined on Saturday, the 13th Instant, at 3 p.m. No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 13th Instant, will be subject to rent. Bills of Lading will be countersigned by HOLLIDAY, WISE & Co., Agents.

Hongkong, November 6, 1897. 2100

Intimations.

AMERICAN SYSTEM
OF
DENTISTRY.

39, QUEEN'S ROAD CENTRAL.
CHADWICK K.E.W.
(Late of Poole & Noble.)

Hongkong, July 12, 1897. 2585

JAPANESE
FINE ART CURIOS.

KUHN & KOMOR,
21 & 23, Queen's Road, Hongkong;
35, Water Street, Yokohama; and
98, Division Street, Kobe.

NOW READY.

'THE BACK DOOR.'

THE Series of Articles entitled 'THE BACK DOOR' which appeared in the China Mail, have been reprinted, and may be obtained in Pamphlet Form.

Price \$1. &

GRIMAUD'S SYRUP.

HYPO-PHOSPHITE OF LIME

FOR DISEASES OF THE CHEST.

All suffering from Catarrh, Consumption, Debilitated Coughs, or Colds and those affected with diseases of the Chest, Lungs and Bronchial Tubes, should take

GRIMAUD'S SYRUP OF HYPO-PHOSPHITE OF LIME

Prescribed by the leading medical authorities in all countries for the last twenty-five years with the greatest success, it continues to retain its reputation where all other medicines have failed.

Grimaud's Syrup immediately arrests the Cough, Spitting of blood and Night-sweats, and the Appetite improves rapidly—a fact soon demonstrated by an increased weight and healthy appearance.

Grimaud's Syrup has a rose colour, and is sold in flat oval bottles. Beware of imitations.

GRIMAUD & Co., Paris, sold by all Chemists.

Prepared by H. B. Watson & Co., Chemists.

Shipping.

Steamers.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND TAIWANFOO.

The Co.'s Steamship *Thales*, Captain ROSSON, will be despatched for the above Ports TO-MORROW, the 11th Instant, at Daylight.

For Freight or Passage, apply to DUGOLAS LARPAK & Co., General Managers.

Hongkong, November 10, 1897. 2209

CHINA NAVIGATION COMPANY, LIMITED.

FOR AMOY AND MANILA.

The Co.'s Steamship *Sungkiang*, Captain DUNN, will be despatched for the above Ports on THURSDAY, the 11th Instant, at 4 p.m.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, November 9, 1897. 2204

FOR SINGAPORE, HAVRE AND HAMBURG.

(Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL AND BREMEN.)

The Steamship *Gorda*, Captain T. ELLERS, will be despatched for the above Ports on THURSDAY, the 11th Instant, at 4 p.m.

This Steamer has superior Accommodation for First and Second Class Passengers, and carries a Doctor and a Stewardess.

For Freight or Passage, apply to SIEMSEN & Co., Agents.

Hongkong, October 28, 1897. 2138

OCEAN STEAMSHIP COMPANY.

FOR LONDON, VIA SUEZ CANAL.

The Co.'s Steamship *Albatross*, Captain BRYCE, will be despatched as above on THURSDAY, the 11th Instant.

For Freight, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, November 6, 1897. 2009

CHINA NAVIGATION COMPANY, LIMITED.

FOR PORT DARWIN, QUEENSLAND PORTS, SYDNEY & MELBOURNE.

The Co.'s Steamship *Chingta*, Captain INNES, will be despatched on FRIDAY, the 12th Instant, at 8 p.m.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. First-class Saloon by the main Deck, and a Stewardess.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, November 2, 1897. 2182

OCEAN STEAMSHIP COMPANY.

FOR LONDON, VIA SUEZ CANAL.

The Co.'s Steamship *Albatross*, Captain TOWELL, will be despatched as above on TUESDAY, the 10th Instant.

For Freight, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, November 6, 1897. 2205

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

FOR LONDON, VIA STRAITS AND COLOMBO.

(Taking Cargo at through rates for LIVERPOOL, GLASGOW, CONTINENTAL PORTS, RIVER PLATE, &c.)

The Co.'s Steamship *Kinloch*, Capt. C. de la Penne, will be despatched for the above Ports on SATURDAY, the 20th November, at 4 p.m.

This Steamer has superior Accommodation for First and Second Class Passengers, and carries a Doctor and a Stewardess.

For Freight or Passage, apply to SIEMSEN & Co., Agents.

Hongkong, October 29, 1897. 2151

MOGUL-WARRACK-MILBURN LINE.

FOR NEW YORK VIA SUEZ CANAL.

The Steamship *Granville*, Captain GORDON, will be despatched for the above Ports on or about the 30th November, 1897.

S.S. *Sith*, to sail about 17th Dec., 1897. S.S. *Fort Adelaide*, to sail about 25th December, 1897.

For Freight or Passage, apply to DODWELL, CARLILL & Co., Agents.

Hongkong, November 1, 1897. 2179

Shipping.

Steamers.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, SAMARANG AND SOERABAYA.

The Co.'s Steamship *Hingang*, Captain M. CROCKETT, will be despatched for the above Ports on SATURDAY, the 13th November, at Noon.

For Freight or Passage, apply to JARDINE, MATHESON & Co., General Managers.

Hongkong, November 9, 1897. 2212

FOR SINGAPORE, PENANG AND CALCUTTA.

The Steamship *Arragon*, Captain K. H. SCHUBERT, will be despatched for the above Ports on SATURDAY, the 13th Instant, at 3 p.m.

For Freight or Passage, apply to DAVID SASSOON, SONS & Co., Agents.

Hongkong, November 9, 1897. 2213

Sailing Vessels.

FOR NEW YORK.

The 3/4 A.T. American Ship *Albatross*, Captain M. L. PARK, is loading here for the above Port and will have quick despatch.

For Freight, apply to ARNOLD, KARBURG & Co., Agents.

Hongkong, September 21, 1897. 1899

FOR SAN FRANCISCO.

The 100 A.T. American Ship *Albatross*, Captain M. L. PARK, is loading here for the above Port, and will have quick despatch.

For Freight, apply to SHEWAN, TOMES & Co., Agents.

Hongkong, October 24, 1897. 2118

FOR BALTIMORE.

The American Barque *St. Katherine*, McIntosh, Master, shortly expected here from SHANGHAI, will load for the above Port, and will have quick despatch.

For Freight, apply to SHEWAN, TOMES & Co., Agents.

Hongkong, November 4, 1897. 2194

Intimations.

Kinghorn & Macdonald,

Consulting Mechanical Engineers and Surveyors.

CONTRACTORS FOR THE SUPPLY OF ALL KINDS OF MACHINERY AND APPLIANCES.

DRAWINGS prepared for all Classes of STEAMSHIPS, MACHINERY and BOILERS.

New Work and Repairs supervised. Surveys undertaken and Reports prepared.

Telegrams, "Kinghorn," Hongkong. Telephone, No. 141.

Postal Address, 17 Praya Central.

JOHN W. KINGHORN, M.I.M.E., M.I.Mech.E., London.

DONALD MACDONALD, Hongkong, November 5, 1896. 2233

Mitsui Bussan Kaisha,

No. 6, Ice House Street, Praya Central.

HEAD OFFICE:—TOKYO.

BRANCH OFFICE:—LONDON, NEW YORK, BOMBAY, SINGAPORE, SHANGHAI, TIENTSIN, NEWKOWAN and all Ports in JAPAN.

AGENTS:—MIKES COAL MINES, OHIO COAL MINES, KANADA COAL MINES, TOKIO MARINE INSURANCE CO., LTD., IMPERIAL GOVT. PAPER MILL, Japan, COTTON GINNING & WAG. CO., S'hal, ONODA CEMENT CO., Japan, KANAGAWA CEMENT CO., Japan, MIKES COTTON SPINNING MILL, LTD., TOKIO COTTON SPINNING MILL, LTD., HAYASHI CLOTH FACTORY, Japan.

Hongkong, August 8, 1897. 1379

NEW VICTORIA HOTEL.

ROTISSERIE.

Made a la Carte.

CHOPS, STEAKS, &c., at any time, between 7.30 a.m. and 11.30 p.m.

Monthly Boarders at Moderate Rates.

Madar & Farmer, Proprietors.

Hongkong, September 3, 1896. 1786

THOMAS'S GRILL ROOM.

THIS Establishment has undergone extensive alterations. The DINING ROOM being now upstairs, and a Large BILLIARD ROOM (having Two New BURBON and WATTS TABLES) being added to the Hotel.

Rooms for Private Dinners. Entrances:—Ice House Lane, Queen's Road, and Duddell Street.

J. O. GOODCHILD, Manager, THOMAS'S GRILL ROOM.

1869

WINDSOR HOTEL, HONGKONG.

THIS Establishment, situated in the elegant Building known as 'CONNAUGHT HOUSE', offers First-Class Accommodation to Residents and Travellers. Passenger Elevator, from Entrance Hall to each Floor, in charge of experienced Attendants.

Favourable Arrangements made for Families and for Monthly or Extended Periods.

BILLIARDS. F. BOHM, Proprietor and Manager.

Hongkong, September 27, 1897. 1907

Mails.

Occidental & Oriental Steam-Ship Company.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL, AND SOUTH AMERICA, AND EUROPE, VIA THE OVERLAND RAILWAYS, AND ATLANTIC & OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

Proposed sailings from HONGKONG.

Doric (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and H'ulu), THURSDAY, Nov. 18, at noon.

Edgie (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and H'ulu), TUESDAY, December 7, at noon.

Coptic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and H'ulu), TUESDAY, Dec. 28, at noon.

THE Steamship *Doric* will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA AND HONOLULU, on THURSDAY, the 18th November, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passengers Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates and particulars of the various routes may be obtained upon application.

Special rates (first class only) are granted to Missionaries, members of the Navy, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed a discount of 10 per cent. This discount does not apply to through fares from China and Japan to Europe.

All Parcel Packages should be marked to address in full; and same will be received at the Company's Office until 5 p.m. the day previous to sailing.

Consular Invoices to accompany Cargo destined to points beyond San Francisco, to the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN, Agent.

Hongkong, October 28, 1897. 2140

U. S. Mail Line.

PACIFIC MAIL STEAMSHIP COMPANY.

VIA INLAND SEA OF JAPAN AND HONOLULU.

Proposed sailings from HONGKONG.

China (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and H'ulu), SATURDAY, Nov. 27, at noon.

Pera (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and H'ulu), THURSDAY, Dec. 16, at noon.

City of Rio de Janeiro (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and H'ulu), THURSDAY, Jan. 6, 1898, at noon.

THE U.S. Mail Steamship *CHINA*, will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA AND HONOLULU, on THURSDAY, the 27th November, at Noon, taking Passengers and Freight for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passengers Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE; and the CANADIAN PACIFIC RAILWAY, also the CANADIAN PACIFIC RAILWAY on payment of \$4 in addition to the regular tariff rate.

Passengers holding orders FOR OVERLAND CITIES in the United States have the choice of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE; and other direct connecting Railways, and from Chicago to destination, the choice of direct line.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Navy, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 p.m. the day previous to sailing. Parcel Packages will be received at the office until 6 p.m. same day; all Parcel Packages must be marked to address in full; value same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco, to the United States, should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Freight and Freight, apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN, Agent.

Hongkong, November 3, 1897. 2141

Mails.

STEAM FOR



STRAITS, ORYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

Through Bills of Lading issued for BATAVIA, PEF SIAN GULF, CONTINENTAL AND AMERICAN PORTS.

THE Steamship *ANCONA*, Captain W. D. MUIR, R.N.R., carrying Her Majesty's Mails, will be despatched from this for BOMBAY, &c., on THURSDAY, the 16th November, at Noon, taking Passengers and Cargo for the above Ports.

This Steamer connects at Bombay with the Steamship *INDIA*, leaving that Port on the 11th December, for LONDON direct.

Silk and Valuable, all Cargo for France, and The for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed via Bombay.

Parcels will be received at this Office until 4 p.m. on the day before sailing. The contents and value of all packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars, apply to H. A. RITCHIE, Superintendent.

P. & O. S. N. Co.'s Office, Hongkong, November 5, 1897. 2196

To Let.

TO LET.

BURRINGTON'S FIVE ROOMED, SEMI-DETACHED HOUSE on MOUNT GOUDA, THE PEAK.

Immediate Possession. Apply to H. L. DENNY.

Hongkong, October 30, 1897. 2153

TO LET.

THE PEAK—FURNISHED—from 1st November.

Apply to THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.

Gowkoo, October 27, 1897. 2133

TO LET.

MACOMER, near the L. R. C. WESTWARD HO (late Shirley), BONHAR ROAD.

LARGE GODOWN on KOWLOON PRAYA, suitable for the STORAGE of GENERAL MERCHANDISE, or Coal.

GODOWNS Nos. 72a, 72c and 72d; PRATA EAST, WANGKAI.

Apply to LINSTEAD & DAVIS.

Hongkong, November 1, 1897. 2167

TO LET.

N.O. 4, QUEEN'S GARDENS.

Merchant Vessels in Hongkong Harbour.

Exclusive of late Arrivals and Departures reported to-day.

To facilitate finding the position of any vessel in the Harbour, the Anchorage is divided into eleven Sections, commencing from Green Island. Vessels near the Hongkong shore are marked *A*, near the Kowloon shore *K*, and those in the body of the Shipping or midway between each shore are marked *O*, in conjunction with the figures denoting the sections.

<i>Section.</i>	<i>Section.</i>
1. From Green Island to the Gas Works.	7. From Naval Yard to Blue Buildings.
2. From Gas Works to Jardine's Wharf.	8. From Blue Buildings to East Point.
3. From Jardine's Wharf to the Harbour Master's Office.	9. From Kelleet's Island to North Point.
4. From Harbour Master's to the P. & O. Co.'s Office.	10. Kowloon Wharves.
5. From P. & O. Co.'s Office to Peddar's Wharf.	11. Jardine's Wharf.
6. From Peddar's Wharf to the Naval Yard.	

1997, 1998, 1999, 2000, 2001, 2002, 2003, 2004, 2005, 2006, 2007, 2008, 2009, 2010, 2011, 2012, 2013, 2014, 2015, 2016, 2017, 2018, 2019, 2020, 2021, 2022, 2023, 2024, 2025, 2026, 2027, 2028, 2029, 2030, 2031, 2032, 2033, 2034, 2035, 2036, 2037, 2038, 2039, 2040, 2041, 2042, 2043, 2044, 2045, 2046, 2047, 2048, 2049, 2050, 2051, 2052, 2053, 2054, 2055, 2056, 2057, 2058, 2059, 2060, 2061, 2062, 2063, 2064, 2065, 2066, 2067, 2068, 2069, 2070, 2071, 2072, 2073, 2074, 2075, 2076, 2077, 2078, 2079, 2080, 2081, 2082, 2083, 2084, 2085, 2086, 2087, 2088, 2089, 2090, 2091, 2092, 2093, 2094, 2095, 2096, 2097, 2098, 2099, 2100, 2101, 2102, 2103, 2104, 2105, 2106, 2107, 2108, 2109, 2110, 2111, 2112, 2113, 2114, 2115, 2116, 2117, 2118, 2119, 2120, 2121, 2122, 2123, 2124, 2125, 2126, 2127, 2128, 2129, 2130, 2131, 2132, 2133, 2134, 2135, 2136, 2137, 2138, 2139, 2140, 2141, 2142, 2143, 2144, 2145, 2146, 2147, 2148, 2149, 2150, 2151, 2152, 2153, 2154, 2155, 2156, 2157, 2158, 2159, 2160, 2161, 2162, 2163, 2164, 2165, 2166, 2167, 2168, 2169, 2170, 2171, 2172, 2173, 2174, 2175, 2176, 2177, 2178, 2179, 2180, 2181, 2182, 2183, 2184, 2185, 2186, 2187, 2188, 2189, 2190, 2191, 2192, 2193, 2194, 2195, 2196, 2197, 2198, 2199, 2200, 2201, 2202, 2203, 2204, 2205, 2206, 2207, 2208, 2209, 2210, 2211, 2212, 2213, 2214, 2215, 2216, 2217, 2218, 2219, 2220, 2221, 2222, 2223, 2224, 2225, 2226, 2227, 2228, 2229, 2230, 2231, 2232, 2233, 2234, 2235, 2236, 2237, 2238, 2239, 2240, 2241, 2242, 2243, 2244, 2245, 2246, 2247, 2248, 2249, 2250, 2251, 2252, 2253, 2254, 2255, 2256, 2257, 2258, 2259, 2260, 2261, 2262, 2263, 2264, 2265, 2266, 2267, 2268, 2269, 2270, 2271, 2272, 2273, 2274, 2275, 2276, 2277, 2278, 2279, 2280, 2281, 2282, 2283, 2284, 2285, 2286, 2287, 2288, 2289, 2290, 2291, 2292, 2293, 2294, 2295, 2296, 2297, 2298, 2299, 2300, 2301, 2302, 2303, 2304, 2305, 2306, 2307, 2308, 2309, 2310, 2311, 2312, 2313, 2314, 2315, 2316, 2317, 2318, 2319, 2320, 2321, 2322, 2323, 2324, 2325, 2326, 2327, 2328, 2329, 2330, 2331, 2332, 2333, 2334, 2335, 2336, 2337, 2338, 2339, 2340, 2341, 2342, 2343, 2344, 2345, 2346, 2347, 2348, 2349, 2350, 2351, 2352, 2353, 2354, 2355, 2356, 2357, 2358, 2359, 2360, 2361, 2362, 2363, 2364, 2365, 2366, 2367, 2368, 2369, 2370, 2371, 2372, 2373, 2374, 2375, 2376, 2377, 2378, 2379, 2380, 2381, 2382, 2383, 2384, 2385, 2386, 2387, 2388, 2389, 2390, 2391, 2392, 2393, 2394, 2395, 2396, 2397, 2398, 2399, 2400, 2401, 2402, 2403, 2404, 2405, 2406, 2407, 2408, 2409, 2410, 2411, 2412, 2413, 2414, 2415, 2416, 2417, 2418, 2419, 2420, 2421, 2422, 2423, 2424, 2425, 2426, 2427, 2428, 2429, 2430, 2431, 2432, 2433, 2434, 2435, 2436, 2437, 2438, 2439, 2440, 2441, 2442, 2443, 2444, 2445, 2446, 2447, 2448, 2449, 2450, 2451, 2452, 2453, 2454, 2455, 2456, 2457, 2458, 2459, 2460, 2461, 2462, 2463, 2464, 2465, 2466, 2467, 2468, 2469, 2470, 2471, 2472, 2473, 2474, 2475, 2476, 2477, 2478, 2479, 2480, 2481, 2482, 2483, 2484, 2485, 2486, 2487, 2488, 2489, 2490, 2491, 2492, 2493, 2494, 2495, 2496, 2497, 2498, 2499, 2500, 2501, 2502, 2503, 2504, 2505, 2506, 2507, 2508, 2509, 2510, 2511, 2512, 2513, 2514, 2515, 2516, 2517, 2518, 2519, 2520, 2521, 2522, 2523, 2524, 2525, 2526, 2527, 2528, 2529, 2530, 2531, 2532, 2533, 2534, 2535, 2536, 2537, 2538, 2539, 2540, 2541, 2542, 2543, 2544, 2545, 2546, 2547, 2548, 2549, 2550, 2551, 2552, 2553, 2554, 2555, 2556, 2557, 2558, 2559, 2560, 2561, 2562, 2563, 2564, 2565, 2566, 2567, 2568, 2569, 2570, 2571, 2572, 2573, 2574, 2575, 2576, 2577, 2578, 2579, 2580, 2581, 2582, 2583, 2584, 2585, 2586, 2587, 2588, 2589, 2590, 2591, 2592, 2593, 2594, 2595, 2596, 2597, 2598, 2599, 2600, 2601, 2602, 2603, 2604, 2605, 2606, 2607, 2608, 2609, 2610, 2611, 2612, 2613, 2614, 2615, 2616, 2617, 2618, 2619, 2620, 2621, 2622, 2623, 2624, 2625, 2626, 2627, 2628, 2629, 2630, 2631, 2632, 2633, 2634, 2635, 2636, 2637, 2638, 2639, 2640, 2641, 2642, 2643, 2644, 2645, 2646, 2647, 2648, 2649, 2650, 2651, 2652, 2653, 2654, 2655, 2656, 2657, 2658, 2659, 2660, 2661, 2662, 2663, 2664, 2665, 2666, 2667, 2668, 2669, 2670, 2671, 2672, 2673, 2674, 2675, 2676, 2677, 2678, 26

Name.	Rtg.	Tons.	Guns.	I.E.F.	Captain.	Where at.
Alacrity	despatch- vessel	1700	10	3000	Commander Smith-Dorrien	Shanghai
Algerine	sloop	1050	6	1400	Commander E. F. Donville	Hongkong
Ascher	cruiser 3rd class	1270	6	3600	Comd. O. J. Kingmill	Hongkong
Centurion*	twin-screw battle ship	10,600	14	13,000	Captain Spencer R. Logie	Amoy
Chaparral	sloop	1150	8	2000	Commander Galloway	Yokohama
Rak	g.-lt. 3rd class coast defenc.	333	2	200	Li.-Com. Chadwick	Shanghai
Firebrand	gunboat 2nd class	455	2	360	—	Hongkong
Grafton	win.-screw cruiser, 1st class	7350	12	12,000	Adm. E. P. Jones	Singapore
Handy	torpedo boat destroyer	260	6	4000	Lieut. A. Gillespie	Hongkong
Hart	torpedo boat destroyer	260	8	4000	Lieut. H. F. Shakespear	Hongkong
Humber	storeship	1640	—	500	Commander Trammere	Shanghai
Immortalité	armoured cruiser, 1st class	6900	10	8600	Captain Edward Chichester	Yokohama
Iphigenia	cruiser 2nd class	3600	8	9000	Capt. H. T. Dondling	Luhau.
Lionnet	gun-vessel 2nd class	768	2	870	Commander R. C. Sparkes	Hongkong
Narcissus	armoured cruiser, 1st class	5000	12	8500	Captain Wm. O. C. Forsyth	Hakodate
Peregrine	gunboat 1st class	1050	6	1300	Lieut. P. S. St. John	Hongkong
Phoenix	sloop	1050	6	1400	Capt. Cochran	Tamoi
Plym	gunboat 1st class	760	6	1300	Lieut. Dornier	Shanghai
Pique	cruiser 2nd class	3590	8	9000	Capt. A. G. Corry	Shanghai
Plover	gunboat 1st class	765	6	1293	Lieut. Spencer V. Y. de Horsey	Singapore
Radiow	cruiser 2nd class	3600	8	9000	Capt. V. A. Tishall	Yokohama
Rattles	gunboat 1st class	715	6	1293	Li.-Com. Hon. G. A. Hardinge	Hakodate
Redpole	gunboat 1st class	806	6	1293	Lieut.-Com. E. H. Grafton	Yokohama
Swift	gun-vessel 2nd class	758	2	870	—	Hongkong
Tamar	receiving ship	2047	—	200	—	Hongkong
Tweed	g.-lt. 3rd class coast defenc.	333	2	200	—	Hongkong
Undaunted	cruiser	6500	12	8500	Capt. A. C. Clarrin	Hongkong
Victor Emmanuel	receiving ship	5157	14	—	Commodore B. Holland	Hongkong
	next of gunship, armoured	2750	4	1090	—	Hongkong

Name.	Flag and Reg.	Tons.	Guns.	H.P.	Captain.	Where at.
Admiral Kornietoff	Russian cruiser	5500	16	9000	Captain Molas	Vladivostok
Admiral Nakhimoff	Russian cruiser	7733	18	8000	Captain Khabarovitch	Vladivostok
Albion	German cruiser	810	2	730	Captain Barabaz	Vladivostok
Argona	German cruiser	1540	8	2430	Captain Bookar	Shanghai
Argos	Spanish gunboat	508	2	600	Commander R. Cabezas	Manila
Aspie	French gunboat	476	3	450	Commander Jourast	Bangkok
Bayard	French flag ship	7000	12	4550	Commander Jomast	Cebu
Bengo	Portuguese gunboat	400	3	400	Lt.-Comdr. Jose dos Reis	Macao
Boston	Russian aloe	950	2	1150	Captain Bolman	Shanghai
Brebe	U. S. cruiser	3000	8	3700	Captain Willis	Honolulu
Cadilla	Spanish cruiser	3239	6	440	Capt. Martin de Olliva	Manila
Cabr	Spanish troop ship	535	2	600	Lieut. A. Barrera	Manila
Comete	French gunboat	495	3	500	Capt. Simon	Shanghai
Cormoran	German cruiser	1540	8	2930	Capt. Egnastich	Nagasaki
Descartes	French cruiser	3988	14	85.0	Capt. Bernard	Nagasaki
Dimitri Donakot	Russian cruiser	6000	16	7000	Captain Withoff	Vladivostok
Don Antonio de Ullera	Spanish cruiser	1209	4	1225	Lt. H. E. Hobbs	Manila
Don Juan de Austria	Spanish cruiser	1432	4	1400	Lt. Comdr. F. de la Concha	Manila
Edouard	French cruiser	1538	8	2050	Capt. Taurin	Yokohama
Eleanor	Spanish gunboat	560	3	600	Lieut. Com. F. Mendez	Manila
Fuji	Japanese battleship	12,345	—	—	Commander T. Miura	Nagasaki
Gaidamak	Russian gunboat	509	9	3500	Capt. Serebrennikoff	Manila
General Alava	Spanish troop ship	1200	2	1000	Capt. R. Rodrigues Trujillo	Manila
General Lero	Spanish gunboat	529	3	600	Lieut.-Com. R. Benavente	Nagasaki
Grenatchev	Russian gunboat	1420	2	2400	Capt. Bombardoff	Manila
Hann	German cruiser	4200	8	2830	Commander de Bole	Hongkong
Isla de Cuba	Spanish protected cruiser	1048	4	2800	Commander D. Rogalado	Manila
Isla de Luzon	Spanish protected cruiser	1048	4	2800	Commander P. Barreto	Manila
Kaiser	German flag ship	7977	15	6700	Captain Zeye	Shanghai
Korejeia	Russian aloe	1200	2	2180	Capt. Lindstrom	Yokohama
Kraiser	Russian aloe	1422	2	1800	Capt. Kiviatich	Manila
Maclias	U. S. cruiser	1820	6	1800	Capt. F. J. Merry	Nagasaki
Mach	Spanish transport	1800	2	750	Lieut.-Com. J. J. Canals	Manila
Mendana	Russian aloe	1400	3	1400	Commander Kachaloff	Vladivostok
Marques del Duero	Spanish aloe	500	3	550	Lt.-Com. S. Marcos de Guerra	Manila
Medoncoy	U. S. aloe	1270	6	850	Com. O. V. Faneholt	Shanghai
Olympia	U. S. flag ship	6900	14	17,378	Captain Gridley	Woonung
Orvinyo	Russian gunboat	1490	2	2030	Captain Radloff	Chafes
Pandaf Asovs	Russian cruiser	6233	12	3000	Captain Vladimirus	Vladivostok
Panther	Austrian cruiser	1540	2	2000	Commander Bern Dechan	Saigon
Pavel	French cruiser	3988	14	8500	—	on route
Periel	U. S. gunboat	392	4	1122	Commander E. R. Wood	Shanghai
Prinzess Wilhelm	German cruiser	4600	14	8000	Captain Tiele	Woonung
Reina Cristina	Spanish cruiser	3500	6	280	Capt. L. Odeas	Amoy
Rurik	Russian flag ship	10,223	20	18,250	Comdr. Rodionov	Vladivostok
Silach	Russian gunboat	950	2	1125	Captain Rensoff	Vladivostok
Siwooth	Russian cruiser	318	2	1125	Captain Astronoff	Cebu
Surgipe	French gunboat	490	2	900	—	on route
Telisco	Spanish gunboat	1132	3	1500	Commander F. Rebol	Manila
Vanduk	Russian gunboat	500	11	3500	Capt. Rogalia	Yokohama
Yorktown	U. S. cruiser	1700	6	3650	Commander Stockton	Yokohama
Zaitjka	Russian cruiser	1230	8	1124	Commander Shtakhtreff	Vladivostok

Printed and published by Geo. Murray Barr, at the Office and Press No. 6, Franklin Street.